MINDAY, SEPTEMBER 15, 1987. begret as the Prost college or Year Fort as formed

Antiquerations to Work, Frangant BASES No. 15-AM BATTLY PON YOUR SECRETARY, No. Your BRIDE AND STREET, FOR BRIDE Printage in finergy interested added

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Pasty william of their forces to company. The variety and States actions are in tale at Kinnger if, near the Regard Stores, diversity 17. Houseward des Camprines. seemes francis to eliuria and thousand in finishened des transmis mover than favore to come!

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NAMES OF TAXABLE PARTY OF THE PARTY OF TAXABLE PARTY. in 100k by zamer. Webster

Place are parsons who constantly clamps They complain of oppression, speculation and the permittant influence of scenminlated wealth. They are not landly against all banks and corporations and all means Se which small capitals become united in order to produce important and beneficial Peaults. They carry on most heatility against substituted institutions They would choke the fauntain of industry and dry all the streams. In a country of unbounded a country of perfect equality they would more heaven and earth against privilege and monopoly to a country where property is more exectly divided than anywhere else they rend the my shorting agrarian doctrines In a country others the reages of labor are high hevend offstid they would teach the laborer that had a but an appressed sixty

The Status of Cuba

An editorial recently published in the Diario de la Marina of Havana has been submitted to us with a request for comment on it and for circulation of its ar cument. The argument is that Cuba's national independence is still intact and that the island "has not lost, and cannot lose, no matter how long the Provisional Government may last, her well defined international status." The writer of the article is evidently of the opinion that an impression prevails in the United States that the island is no longer sovereign and independent but is virtually an American dependency under American government. His article is an attempt to prove the inaccuracy of such a view.

We believe that the Diario is in error It is our opinion that the matter is better understood at this end than our contemporary thinks it is. Superficial observers and careless commentators may imply or even directly state the loss of Cuban severegate by reason of the present advantage arive situation. Such observers and ammentators are like the poor in that retain them with us always. They debals as ascend their readers and heure a me at matters of public interest \ 'a'*' - metant perusal of Cuban newspapers and an occasional conference with Cubous leads to a conviction that the island is not altogether destitute of members of the same tribe. We presume that there are those in the United States who look upon Cuba as a dependency of this country administered through the War Department in Washington, but we doubt if they are many in number and we doubt the weight of their opinions.

Cuba's position is doubtless somewhat peculiar, but the island has not lost its national independence. As the Diario says, "The present administration of Cuba is absolutely constitutional." It does not fulfil all of the conditions prescribed by the Constitution, but it is carried on under a provision which is an integral part of that instrument. The present Government can hardly be called republican in form." The legislative power is not "exercised by two elective bodies". known as the "Senate" and the "House of Representatives," nor is the executive power "exercised by the President of the republic," who according to the Constitution must be either a native born Cuban or a naturalized citizen who has fought for at least ten years in Cuba's wars for independence. There are other variations from the specified system. but all these, as well as those above cited, are aside from the question of the continuity of Cuba's national life.

Cuba is still an independent nation and her independence and nationality are recognized by all the leading Powers of the civilized world. One of these days there will be a "restoration" of the system of government exercised from May 20, 1902, until September, 1906, but there will be no "restoration" of Cuban nationality, for the reason that her independent nationality has not been lost nor aken from her. Cuba is a nation, and the Hon. CHARLES E. MAGOON is its constitutional administrator. There can be no doubt about that, and our friends in Cuba need not worry about irresponsible individual opinions.

An Opening for Official Science. Why, oh why? cries Surgeon-General RIXEY in accents wild. We refer to the Louis. Surgeon-General of the Navy, who is always described in the society columns as "Admiral," and who appears to contemplate the euphemism with a reasonable fortitude. He has been looking into the mosquito hypothesis of malaria, and asks: "Can it be possible that malaria is spread in other ways as well as by mosquitoes?" Presenting which problem. together with contributory instances of special moment, he pauses for reply.

Perish the thought that we would disturb a comfortable theory. No doubt Government science can explain everything if suitably protected as against sacrilegious challenge and interrogation. It was so in the days of the Egyptian priesthood and the Roman augurs. It is so to-day, as when the Department of by a shipper. Provision, however, for Agriculture at Washington, with its two such contingencies as these has been the hands of men utterly without expe-

fallyons opsoles touching how cholors, maneted peachfidows, the boil weevil, the in ant, the combinery apanworm and a hundred other menaces of which the cautions and experienced will sware as the callened manager that rafar to the teste and fancy of the indirivinal, but the meaquito fore us a consthe haste of many aregust protofates. It has also furnished sections for all sorts of factor day Sangradus. "Can it he possible that maleria is sproud in other ways. Wall, if an answer he impressive

en regilly do not know Prosecutor Admiral firene have and will not cath. Blue in that case, wher? If the malaria and collow favor experts have practically traced vellow favor and materia to the stogowers and the anopholos how shall the typhoid reports the working hours of trainmen and evade the responsibility of telling in all about the origin of typhoid? It all comes hack to Tama Jist, and this is where he might to speak.

the Stuarton as to the States and the Rattware.

The decision of the Pennsylvania Court of Common Pleas marks another step in the stage of recovery that follows incorstion of the times and rupture of the Mount cometa

Let us look back a little. By action of he Legislature or Railroad Commission seventeen States have within the last twelve months reduced the rates for intractate passenger traffic to two cents a mile, except that in two or three of the Western and Southern States the reduction has been to two and a half and two and a quarter cents. In New York the two cept hill was vetoed by Governor Hugues on the ground that the subject had not received thorough consideration. and the Pennsylvania Court of Common Pleas has now declared the two cent enactment of the Legislature unconstitutional. In Wisconsin, however, where the commission after an analytical and statistical investigation of nearly a year decided that the lowest rate the railroads at this time could in fairness be asked to charge was two and a half cents a mile. the Legislature "jammed through" a two cent bill. The Nebraska Legislature at a time when there was before it forty-one bills affecting the railroads assigned from 7 o'clock to 10:30 o'clock one evening to hear what the railroads had to say about them, an average of five minutes a When the invitation was declined the assignment was restricted to bills affecting passenger revenue only. After detailed analyses had been presented, a passenger traffic manager spoke on the general phases of the subject. One of the legislators said to him: "We understand what you say better than we did the fellows with the figures, but it is just this: the people have made up their minds you railroads are making too much money, and it's just a question of where we are going to make the cut." With two cent laws in the adjoining States

indicial determination, but its commission ordered a two cent schedule. This demand for a two cents a mile passenger fare does not seem in any place to have been based upon any definite principle. The fact that the profit in passenger traffic results from a full trainload apparently was not considered. The fact that in certain of the fairly densely populated regions of the East passengers are carried at two cents a seemed to justify the general enforcement of that rate. The pass, the insidious document that long has kept the country legislator and the city Alder- a deficit man in a complaisant mood toward the railroads, is no more, and old time lobbyists say that its withdrawal alone is enough to account for the two cents a mile onslaught. In some parts of the country the rates for through interstate passenger traffic have been reduced to a two cents a mile basis, while in other parts they have not. In Missouri and other of the Western States where the Federal court has withheld decision as to he permanent enforcement of the two cent fare until it has been tried for ninety days, the railroads attempted to hold up the through fares to the hitherto prevailing schedule. This resulted, however, in passengers buying tickets to a State line and then scrambling off a train by wholesale to buy tickets from the State line at the two cent fare, the

Kansas could not await the pending

intrastate revenue thereby being enhanced by the interstate traffic. Ten States by act of Legislature or commission have reduced rates of freight. These reductions have usually been effected by the horizontal process of sawing off a certain percentage, usually from 15 per cent. to 20 per cent., of the rates in effect without regard to the relations between rates, commodities or markets. Because of this relation between commodities and markets intrastate freight reductions are more subtle in their effect upon interstate freight rates than are the passenger reductions. The reductions on coal in Minnesota. for example, compel a reduction throughout that State, not only from Duluth, which is in Minnesota, but from the adjoining coal storage centre of Superior, which is in Wisconsin. The rates across the State of Wisconsin from Milwaukee. which is also a coal storage centre and competes in certain regions of Minnesota with Duluth and Superior, must also be reduced. The reductions in the intrastate grain rates of Kansas and Nebraska will affect the rates on the interstate grain traffic to Chicago and St.

Five States have legislated as to the distribution of freight cars, and ten have enacted reciprocal demurrage rules, some specifying the minimum number of miles for the movement of a loaded freight car a day. At first sight it may not seem unfair that if a patron has to pay the railroad if he deprives it of the use of a car through detention, the railroad should pay the patron if it deprives him of the use of a car by not furnishing it. Still, in the one case the patron is in actual possession of the railroad's property and is detaining it unjustly; and in the other case the railroad from a variety of causes utterly beyond its control may be unable to furnish a car exactly when desired

rent a shipper from ordering cars in sponse of or undaily aloud of his needs certain of the States provide that he make cash deposit at the time of orderpropiler moment. These are questions ing for each our enforced. No one is so money is made for his company making care for shipments as promptly se presible and by moving them as exp-

AM promativian Restrict commissions have been refabiliabled in storon States that the not have them before, and the powers of commissions in other States force from considerably enlarged. Many of these commissions are discustly enquerered to fig rates. In some States, notably No. bracks, they have comprehensive power over the entire operation of a carlesock.

Various Status have inquelated as for telegraphers and as to the minimum number of mon in a train crow as to the investigation and report of sectdenta, and as to the liability of ofteplayers. The Federal and State legislation limiting the house of tolograph operators will compet the New York Control to employ in the State of New York four hundred and ninety-one addiional men at an additional annual wage cost of \$350,000. The increased wage account for the railroads of the country for telegraph operators alone will run into the millions. Enactment in many States has been specific to a considerable degree of detail, se in Montane, which rees that only eight wheel cabooses shall be run; in Texas, which spegifies that all train locomotives must electric headlights in Vermont which mooses a fine of \$2,000 upon a railroad company for employing trainmen known to be dangerous because of their drink ing habits, and prescribes imprisonment for a person intoxicated while in train service. There may or may not be difference of opinion as to the wisdom of such enactments as the foregoing. but there can be no two opinions as to the heedlessness of the State Legislatures which passed such laws as these

Decreeing that on the lines of a single railroad ompany in a single State twenty seven station the revenue obtained by the company would bare! equal the cost of maintenance. Many of these enactments were obviously at the beheat of real estate boomers, who wanted a station adjacent to their land as an aid to its sale. A station was made compulsory at one place where the traffic averages one passenger every three days.

Making a railroad company responsible of the company and not proceeding from operation of trains. As many a fire is started from a bonfire built by a tramp on the right of way, this enactment makes the railroad responsible for the depredations of its trespassers

Permitting any company that distributes eletricity for public use to creet its wires on a railroad have two or more electric currents of differ ent voltage in close proximity, with liability interference with the railway signals and danger to its trains. That is, the law ordains what no electrical engineer would approve of a railway company doing

Compelling every freight train to carry passen gers. Many freight trains, especially those carry ing fast freight over long distances, have no pasheretofore been considered advisable to limit as nearly as possible the carrying of passengers to passenger trains or to mixed trains having passen

Compelling the provision of a oner at every june tion point to cry out the departure of every passenger train, its destination and the track from which it will depart. There are hundreds of function

Compelling an exclusive daily passenger service Compelling the carrying of three prakemen on

every freight train, even although it is not denied and air brakes makes the third brakeman unnecessary. It must be remembered that bills compelling a

railroad to erect and maintain unnecessary stations or forcing other ill advised expenditure divert so much revenue of a railroad company that could be expended in well advised directions for the Improvement of its facilities and the benefit of its patrons.

It is evident that the legislation pertaining to the railroads may broadly be divided into two kinds, that affecting service and that affecting rates.

The grievances against the railroads because of their service are clearly an outgrowth of the era of prosperity. Only use for side tracks was to hold the long lines of empty freight cars for which there were no loads; when stalls in every roundhouse were filled with idle locomotives; when railroad managers had to struggle to retain even a minimum number of employees on the payrolls, there were few if any complaints on the part of shippers that they could not obtain cars or because of delays in the movement of freight. Just as the prophets of calamity were predicting still greater depths of disaster, the situation changed. In a few months there were not cars and not locomotives enough; side tracks, vards and terminals were blocked and every railroad was deficient in an adequate number of skilled and trained employees. Since the beginning of this era of prosperity every railroad in the country has increased its facilities. In some cases they have been doubled and trebled, but the volume of business has increased still more rapidly, and the railroads will need to increase annually their expenditures to keep pace with the demand. Mr. J. J. HILL has said that for the necessary expansion and improvement this annual expenditure must be eleven hundred millions of dollars a year. An independent survey and analysis made by L. F. Loree places the amount at nine hundred millions of dollars.

It is quite certain that if persons having greater experience or knowledge than the present railroad managers can suggest better ways of obtaining the capital, equipment, materials and the labor required to improve the service or can suggest better ways of handling the traffic with the existing tracks, equipment and terminals, their suggestions will be adopted gladly. It is certain that the railroad companies are willing and anxious to employ at large salaries the best officers and employees that can be secured. Yet there is here and there noticeable a tendency to take the management of the railroads away from men of training and capacity and to place it in

made by many of the States, and to pre- ; rience. For example, the Railroad Commission of Nebruska has instructed the station agents of that State to make reparts directly to it of receipts, and train-

the distribution of care That much action as this, together with the inflarriminate and wholesals dentinciation of these concerned in the administration of the railroads, is breeding in he rank and file of railway emp selt of confidence in and conpect for their espector officere has already herome avidone in some parts of the West. This lack of confidence may nascently be exparetted to approve

The greatest durage that the recklese Ingislation has done forwaver are conferif difficult and in some cases impossible for the retirouse to sell the encurities pecomery for the acquirement of additional capital for extensions and improvements. Although during the last ton cours the prices of all commedities and the value of property of nearly every kind have increased from 15 to brand even jus or more per cent, the calleged companies as a whole while their gross earnings have vastly increased, have not obtained proportionate increases in their net earnings Even in periods when the business of the ementry has been at flood tide the per earnings of some of the greatest of the railroad companies have decreased.

Yet the State Legislatures have sough through rate reductions still further to decrease their revenue. The chain of cause and effect throughout this period of rate hysteria runs back to the report made by the Interstate Commerce Commission to the United States Senate April 7, 1904, which stated that the rail. roads had collected \$155,475,502 more freight revenue in 1903 than they would if the rates of 1899 had continued in force. Although it was at once shown that this estimate was \$45 mm on too high, that it took no account of the increased expenses of the railroads, and moreover, that the rates of 1999 had been forced by the panic to the lowest level in the history of the country the statement was taken up by politicians and the yellow journals and used to harass the railroads. THEODORA ROOSEVELT at about the

time of his election to the Presidency was committed to tariff revision, even to the extent of calling a special session of Congress for that purpose. A delegation from both houses of Congress, including Speaker CANNON, informed him however, that tariff revision at that time was out of the question. But the mailed hand of President ROOSEVELT was high uplifted. It could not fall upon the tariff. The President could not afford to allow it to fall on the empty air. He brought it down upon the railroads. Although it is but the simple truth, as both President ROOSEVELT and the Interstate Commerce Commission have admitted, that there was little if any complaint about railroad rates being excessive in themselves, the air became filled with vague accusations of exorbitant charges During the investigation of the subject by the Senate Committee on Interstate Commerce the President at Denver the next day after his emergence from a bear hunt in the Colorado mountains shook his fists at the railroads and said they would have to submit to regulation. At the banquet tendered by the American Railway Association to the International Railway Congress as a a guest of honor, seized upon the occasion the American railroads. This led a foreign delegate to say to the American railway officer sitting next to him at this banquet: "It is very interesting to see you gentlemen quarrel among yourthat the introduction of the automatic couplers selves, but why do you do it here?" The railroads did not object to regulation, but they did oppose the autocratic absolute regulation which the first of the Congressional measures sought to impose upon them. They lent their assistance to the fashioning of the Hepburn bill, which as it left the Senate and was finally

enacted is a good measure. The wave of denunciation of railroads started by President ROOSEVELT did not stop at the Capitol in Washington. It rolled upon the capitals of the States, with the results already indicated. Reductions were made in passenger fares regardless of the effect upon the reveten years ago when practically the sole | nues of the railroad companies. Reductions were made in freight rates regardless of the fact that the manufacturer and wholesaler reaped the entire benefit, no fraction of that benefit reaching the consumer.

The most striking result, however has been the conflict between the Federal and the State authorities. This developed early in Minnesota. A local agent at Northfield was arrested, tried and sentenced by a local Judge to one hour in jail because he would not accept rates enacted by the State Legislature, although the enactment has been legally enjoined. This conflict became acute in the South, especially in North Carolina. In March the Legislature passed two acts, one fixing a maximum passenger rate of two and a quarter cents a mile, the other reducing freight rates from 15 to 25 per cent. The United States Court issued an injunction against the enforcement of these orders, but the State authorities disregarded the infunction and found numerous indictments against the Southern Railway Company and its agents. Finally the railroads for whose benefit the injunction was granted agreed with the Governor of North Carolina to put in effect the reduced passenger rates pending the final determination of the suit in the Circuit Court, the other provisions of the injunction remaining in force. The severity of the attitude of North Carolina is also e videnced by the fact that the sement of the Southern Railway Company's property in that State for taxation has recently been increased by more than \$7,000,000.

Alabama not only has legislated as to freight rates and passenger rates but has decreed that if a railroad company chartered in another State but doing business in Alabama questions in a Federal court a proceeding of the State Legislature or of the State Railroad Commission such corporation shall forfeit its license for carrying on intrastate business in Alabama. In accordance with this decree the license of the Hon. ROMULUE ZACHARIAE LINNEY WILL

was actually revoked by the Se of State, but imminent danger having

So the Legislatures have had their fling, and now there will be a trying and mont through the courts it may that lafore this period has come to se and the feeting of the American people toward the railroads will have so changed has they will not only be permitted to who the yest ours which Mr Head conammonds fine will also receive a despreof recognition which will lead the cuecellung of funds again to regard there appropriate an auto investramera

the Matthe of Jamestown.

It will for Writing Stop Stanes if the Activity of closes and emerging his appearatory erder Whether there was any justleation or not for the complaint of Mr. Hanyon Myrns 🕶 a governor of the amostown exposition, that the Admiral and his officers distilant their tour of duty at famostown and did not want to show their ships to the "common people" or ningle with them, the justification was not to be found in any official set or report and it was indiscreet for a governor of the exposition to take notice of hearmay or the comments of visitors and others and write an indignant letter which might get into print. If the gov ernors of the exposition believed that they had ground for complaint against he officers of the fleet assembled to give celat to the enterprise, the governors should have addressed themselves to the Navy Department, as Admiral Evans

points out. On the other hand the Admiral was not obliged to notice Mr. Myses or defend himself and officers in a letter inended for publication. The rule of proedure applies to the Admiral also. The deportment of officers of the fleet at lamestown had not been made the subject of a representation to the Departnent by the governors; if they had lodged a protest the Department, through the regular channels, could have taken cognizance of it. It would not have been necessary for Admiral Evans to rush into print. He would have been asked for a report, and that would have been the end of his epistolary labors, entirely official in their character.

To neutrals it will appear that each ombatant fought for his own cause and his own people, and that there was nothing more in the controversy. Mr. MYERS was interested in the success of the exposition, and Admiral Evans was loval to the navy hence the flow of ink. No one supposes the navy is enamored of show duty; no one can believe that the exposition was not greatly helped by the parade of ships and men. It does seem ungrateful for the governors to make too close a scrutiny of naval form under the circumstances. But it must be admitted that Admiral Evans wrote very well

The Restoration of Romulus.

Our old friend the Hon. ROMULUS ZACHARIAH LINNEY, one of the noblest Tar Heel Republicans and Representative in Congress of the Eighth North Carolina Congress district from 1895-'01, is entitled to better accommodations social compliment the Secretary of War, than he gets in the current edition of "Who's Who in America":

LINNEY, ROMULUS ZACHARIAN, CODE Who's Who in America, 1903-5."

Innuendo that Mr. LINNEY belongs to he past and towers no more over the living present. With no disrespect to a useful work, its editors would de well to tear from its pages many obscure "highbrows," moulting sociologists and the whole brood of assistant professors, and find ample room for the Hon. ROMULUS ZACHARIAH LINNEY. His voice still thunders in the valleys and smites the mountainsides. His speech at Cove Creek Academy last week was worthy of

the proudest days of ancient eloquence. Mr. LINNEY is the unsparing foe of national parks and forest reserves. "Every intelligent man knows," he told the Cove Creekers, "that parks in all ages of the world have been unfriendly to liberty":

" Judge Wilson was chairman of the committee bat reported to the national convention our Federal Constitution. I have reliable history for the statement that GEORGE WASHINGTON considered JAMES WILSON a greater lawyer than JOHN MAR-SHALL. I have studied WILSON'S con for twelve months past. WILSON and JOB CANNOT are of the same intellectual mould. Their loyalty to the spirit of 1776 is a benediction to their country. Let us have CANNON for President. At page 346. volume I., of Judge Wilson's commentaries you will find this recorded: 'Mr. Pops in his picturesque and interesting retrospect of the barbarous reigns of the Conqueror and his son asks, alluding to the laws of the forest:

What wonder then if beasts and aubjects slain Were equal crimes in a despotic reign, Both doomed alike for sportive tyranta bled.

But while the subject starved the beast was fed." Many, I dare say, considered this a fanciful description of the poet. It has, however, been exceeded by the strict severity of fact. We are, in the life of Mr. Tungor, told in plain and sober words that so rigorous were the forest laws of France that a peasant charged with having killed a wild boar alleged as an alleviation to the charge that he thought it was a man."

And now the free and independent citizen is to be thrown out of his home to make Appalachian parks and plaisances; and Watauga county, rich in sugar beets and oil options; Watauga, whose "mountains can be made one great orchard or vineyard"; Watauga, which has more flowers than Florida; Watauga, in which "everything from the crane's beak to the mountain lion" will grow; Watauga is to be despoiled. Its citizens, some of whom are "as intelligent as our Secretary of Agriculture; and I would add the President himself if it were not treason to dream of the King," are to be ousted. Are the Wataugans tired of liberty? For money will they deliver their homes to tyranny and robbery? Will they "turn their backs on the grassy valleys and flowering hills which hold the ashes of their

heroic ancestors"? Watauga may not obey this grand appeal. For a consideration she may prefer "the scream of the wildcat and howl of the wolf to the cry of blessed children"; but the majestic wail of the

ng ring in the care of his countrymen.

mind man than Tarr, who may that he he tings diplome, will probably be declined Mr. Witagass, on the ground that Terr e not in his class as a college man-Winasage Sing from the on many restinger that to may justly to requested as a entrarately in tereself. Its restor is a long one including miy of the fough, the Entrarmey of Vir. ginte and the University of Hectellurg presented freed and only medically forfield tree to account the time. If he cargine att the

information which his implated at this carres mate of learning he attended he would be a formulation entagoniar. Farr might have Superintendent of Police Metruce of Pierature mys that the owners of automoiles in Pittature have gone specif cravy This is not estonishing, as Pittshing is the ampant Asperintendent MeGrann ditides the population into two classes: the questions and the designer. The spenders never see the designers, who are always on the

sump. Sprinting is compulary; out of the the fog devil wagons loom up, secup town and are exallered up, while the sir enounds with honks, toots, calliops shrinks and siren warnings to get out of the way ing in broad daylight is alow sport to only thing to do is to hurtle through the cost bank and trust to Providence. A There is an epidemic of automania intendent McQUADE mys

We have manned laws, but men who respec every other law laugh at these. The other day I men of Pittaburg for spreding his automobile. He semed very sorry, and I believe he was sincere. the paid his fine and promised never to speed again. When he jeft my office he got into his automobile and started up the boulevard at a speed les an hour. The city is auto crazy, that's all.

The craze is not confined to Pitteburg. lthough conditions in other places are not so favorable to sudden death as they are in the Smoky City. Automania is widespread and seems to be incurable. It takes strong head to withstand it. Men whom you can depend upon, and who are true as teel in other relations of life, cannot be trusted in the driver's sent of a high power outomobile. There are adulable exceptions, of course, and they do a heroic work in serving as models of self-restraint. The confessions of a candid automaniae would make lively reading. We already have an utomobile literature of which Mr. KIPLING s the leading exponent, but no one has dared to write the truth about scorching as a sport.

There is but one way of escape from the demoralization that has invaded American politics, and that is to insist upon the election of men whose personal character is the complete assurance of the integrity of purpose that they will bring to the public service. The man who is the custodian of his own honor, who will take office responsible to the people alone, who has shown capacity and independence in his career—the candidacy of such a man offers to the people a sure means by which they can purify and uplift the public service and regenerate the character of administration.—The Baitimore News. Apparently the imputation of sanity

which he has clearly incurred, has no ter rors for this Baltimore editor.

FROM A STUDENT OF DICKENS. What Was a Timber Doodle, and Dtd New England Have Negro Care in 1842? TO THE EDITOR OF THE SUN-SIE! Here are two

In reading over Dickens's "American Notes," the time described being the year 1842, I find in the chapter on Boston these sentences:

"The [hotel] bar is a large room, with a stone about all the evening, dropping in and out as the numor takes them. There, too, the stranger is nitiated into the numerical stranger is initiated into the mysteries of gin sling, cocktail, sangaree, mint julep, sherry cobbler, timber doodle

What sort of a drink was a timber doodle "There are no first and second class carriages, as with us; but there is a gentlemen's car and a ladies' car; the main difference between which is that in the first everybody smokes, and in the sec ond sobody does. As a black man never travels with a white one, there is also a negro car, which

is agreat, blundering, clumsy chest, such as Gulliver put to sea in from the kingdom of Brobdingnag." 2. Did they have separate railroad cars for ne-

"Flat Earth" Johnson From the St. Louis Republic

Flat Earth Johnson has obtained considerable prominence in Oregon county as the result of a pamphlet he recently printed wherein he presents bis reasons for believing that the earth is flat. Mr. Johnson takes the Biblical declaration about the earth reating upon its four corners literally and bases his arguments thereon. Flat Earth is a man who is not lacking in education, but so persistently has he hammered and hammered on his ideas about the topography of the earth that the people of Ore-

on county call him Flat Earth John Mr. Johnson's pamphlet has not passed the muster of scientific critics as yet, and perhaps he cares as little for their opinion as they do for his views. He has reasoned the matter out for himself and has been good enough to give his theories pul

Kansas Hospitality.

From the Wathena Times. Only forty-five persons sat down to dinner as fohn Armstrong's home near Donlphan Sunday. There was no special attraction or occasion, and those who were there say there was nothing unisual about it, and that as high as sixty pen have been to the Armstrong home for dinner at one table. There are fifteen persons at the Armstrong home who are there all the time-Mr. and Mrs. Armstrong, eleven children and two hired hands. The rest of those that were present Sunday at dinner were him wise dropped in the large crowd, and to those present it seemed mas. Mrs. Armstrong has a great reputation as a cook, and it is said that any one who cats of her ooking is never satisfied until he is back again.

Cane Jefferson Davis Carried

Alexandria correspondence Indianapolis Nemi George Smith, Livermore, Ky., visiting William Maxwell, near this city, carries a hickory cane hat was cut from a tree in Westmoreland uly 4, 1883, was presented to Jefferson Davis by number of admirers. Mr. Smith was a personal dend of Jefferson Davis, and Davis Igave the cape

It bears the following inscription: "To Jefferson Davis, patriot, statesman and conqueror of his country, July 4, 1853."

Immune. Knicker-A preacher predicts that New York

vill be destroyed. ker-Impossible; it doesn't come under Fedral control.

Passing Strange. Rnicker—The office should seek the man. Bocker—Yes, but it seldom hunts the fellow who The Four Day Boat.

Its wonders every tongue engage. We write its name on history's page.

The Type and marvel of our age.

The four day boat. Thus, also, sails our Ship of State Through fogs and tempests, rocks and strait its Pilot's haste has made it rate A four day boat.

Perhaps 'twill come, by happy fate. The ship of dreams we fondly freight Will citp the weary time we wait-A four day boat.

nd when, perchance, to speed resign Old Charon's ferry we will find

MCLANDBURGE WHACK

FROM MEN AP PHE WIT DOG

For own Epiceous or ffor agree personne from mountains destinating the mount Selifa, the following questions

Of selecter outliness the school onwiffer remargh and observ comget the maximum (and page gree, wanter Mr. Comes the compression of constr-

Named concepts of according that senate and the trade Control Statement Street Coffee Co. OTHER WHILE IS

NAME OFFICE SPRING

manage Boating Hornest Practice in

For time Employee of The or word on a cownam strace cotime was over white pittle to or bearing (Bayerman's definition seatted rates. Partiages of thing like this city who can the contribution posite of practical man and a

New York. September 14

The Enemational We Iterritor

For rate Emproy or Title St. enternal of to-day on The too Harrison" will receive gratery rom the few privileged in annually

and most appreciation. Benjamin Harrison made a in taking his onth of office And her patiently and unobtrusively he met gations' With what contri a present the way, andisturbed by gibing or

unshaken and unsulfied! Ves. there are many aid commitwho fell asteep with love for him bearts. And some there are among ing who thrill with the memory of the tive kindness of this lone is man who and answered the last roll rail as

rings his pledge, redeemed to there nothing in all this to all thoughtful moment the htaring brass and endless parading of to-day

HOSTON, September 13.

To the Epiton of The Sux Su As to he editorial article on "Depew and the third Term" in THE SUN of September to

To allence the vaporings of certain politicians and others President McKinley same statement setting forth his determination not to accept a third term.

if he had reiterated the same at stated periods I think not; for you admit that his one utter nce closed the racuths of the third term a vocates: it accomplished its purpose Accordingly, I doubt your sincerity who

you insinuate that it is distressing that Presi an emphatic manner placed himself on record regarding a third term for himself), has less enclusively indicated his position matter.

BRISTOL, Tenn., September 12.

A Profane Sufficiency of "Personality To THE EDITOR OF THE SUN-Sir. The

lontpeller Journal, in an article reprinted by you under the caption "Hughes in New Ling land," endeavore, doubtless well meaning Governor with the warmth of a personality. I say, "Don't, for goodness sonality, damned if we haven't ! Borrowing from the tenets of newspape

"The less of personality the more of more

Let us strive to refrigerate the easence of popular opinion concentrated in Governor Hughes rather than dally with the evanescent NEW YORK, September 14.

CUBA LIBRE.

Havana Newspaper Reminds Us That the laland Republic is Still Indepen

From the Diario de la Marina. It is strange to see that from time to tim meeting, the assertion is made that Cuba has en absorbed by the American Union and is no longer an independent nation.

parisons are drawn between Cuba and Corea Egypt and other countries virtually under the sovereignty of a foreign Power. Moreover, doubts are expressed as to whether "the republic" will be "restored" or not, and it is selemnly declared that Cuba is ruled by an American official.

In the first place those who take that ex traordinary point of view forget that the present administration of Cuba is absolutely utional, as derived from the Platt mendment, which is as much a part of the Cuban Constitution as any other provision of the same document.

It is not to comply with an American law sions that the Provisional Government was established, but to fulfil the requirements of Cuban law, voted by the duly elected representatives of this republic. Such Cuban law provides that under certain conditions the United States shall inter

vene for certain specific purposes of the

island's administration, and this is just what

the United States did in September of last In 1902 the Cuban Republic was recognized by all the other Powers, who were well in-formed then of the existence of the Platt Amendment, and they neither objected to its enforcement in 1906 nor showed the restest suspicion that Cuba's status had been

altered because the time arrived to put into effect such an important part of the Cubs Constitution. A natural consequence of this is that Cuba has not lost and cannot lose, no matter how long the Provisional Government may last, her well defined international status. She keeps her diplomatic representation near the other

Governments, and they keep theirs here. This is not indeed the case of hapless Corea whose delegates were turned out of the Hagus Conference, while Cuba's sit among the learned representatives of all the independent nations of the world. Has this eloquent fact no meaning for those who declare the Republic of Cuba wiped off the map?

The Hague Conference has not accepted. nay, has not invited Cuba to its sessions as a country in an uncertain status. As far as other countries are concerned. Cuba is as much a separate nation now as it was from 1902 to 1906, and Governor Magoon is nothing

more nor less than Cuba's Executive. The Governor is not in any way an Amer ican official, but a Cuban official under the Suban flag. His power here is not exercised In the least in the name of the United States Government, but in the name of the Cubar

eople whom be lawfully represents It is pointed out by those willing to declare Cuba already an American dependency that the Governor consults the American Administration on all important matters of state We do not believe that he consults it more than resident Amador of the Republic of Panama.

If President Palma forgot to do so in the last years of his administration nobody can deny now that he made a mistake. Cuba is a separate independent nation, but has neve ceased to be within the American sphere of

The forthcoming elections have no other meaning, therefore, than the carrying out of programme for the internal administration of Cuba, as planned by Secretary Taft, unde certain conditions, after hearing and study ing the opinions expressed to him by Cuber representatives; but they will not resto to a "former" status, which has not changed internationally since 1902.

Better Days.

Eve was cailing on a neighbor.
"No." she remarked, "when we fived in the gar dea we never had to borrow rubber plants for c

Thus she started the seen better days bebit.